

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Rumania	REPORT	
SUBJECT	The Port of Constanta	DATE DISTR.	22 November 1954
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This is UNEVALUATED

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 (FOR KEY SEE REVERSE)

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1. At the entrance to the minefields just outside Constanta harbor there is now only one light buoy where formerly there were two. This buoy lies in the same position as the outermost of the two buoys it replaced. 25X1
2. The ship dropped anchor outside the harbor entrance during the afternoon. The pilot, who was followed by a soldier, came out about twenty minutes later. In the past it was necessary to wait as much as several hours before the pilot arrived. The soldier stationed himself on the bridge and remained there until the ship was dock-fast. The pilot took the ship into the innermost harbor where anchor was dropped. 25X1
3. After the ship dropped anchor in the inner harbor, a doctor and a uniformed man came aboard. The doctor conducted a routine physical check of the crew while the man in uniform checked the crew manifest. The Control Commission, which consisted of 14 to 15 men, then came aboard to check the lists of personal effects, tobacco and money of the crew. All dutiable items, including film and cameras, were placed in a box which was then put in a sealed room. The radio transmitter and the radar were sealed up. A contact was taken out of the radar and the apparatus was sealed with string and a lead seal. 25X1
4. The crew was ordered to report to the crew's lounge aft and the passengers to the captain's lounge before the examination of the ship began. Two soldiers stood watch over the crew and one over the passengers. There was a total of five inspection crews, each consisting of two men plus one member of the crew. The inspection of the cabins was very thorough. All drawers were examined and all papers read. All money was required to be listed and any found was confiscated. When the money-list had been examined, one of the Commission members counted the dollar bills that had been turned in but gave little attention to the Norwegian money. The Control Commission was

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accompanied by an interpreter who spoke very good Norwegian. The checking process lasted about two hours.

5. Shore passes were not issued although the crew members were informed that they would receive permission to go ashore if the ship had to remain docked for a long time. In this case, 16 of the 36-man crew would receive permission to be ashore simultaneously. It was said that it would take two to three days before shore passes could be issued. The captain of the ship was allowed to go ashore.

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Those of the crew who were scraping and painting the ship also were required to turn over their police passes each time they went down on the pier. The passengers did not at any time receive permission to leave the ship.

6. The pilot procured a tugboat which nosed the boat into berth number 11 at the pier. No soundings were made but evidence shows a depth of 23 to 26 feet. The pier has a stone floor and there is a rail spur on both sides of the building on the pier. The tracks are sunk in the floor. There are no cranes on the pier.
7. The warehouse south of the Customs House is only a cellar with a cement roof. The cellar has two entrances with storerooms on the pier side and an exit on the far side. The celluloid balls which the ship discharged were taken into this storeroom. All the shipping offices which the ship's personnel had anything to do with were in the Customs House. There were always two men there when the captain went to the offices. On the roof of the building there were several small radio antennas and it is believed that Radio Constanta is located there.

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